

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO. 50X1

COUNTRY Czechoslovakia

SUBJECT Miscellaneous Information on the
Czech Aircraft IndustryPLACE
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1. That Czech aircraft production does not play an important part in the Soviet bloc armament scheme is evidenced by the failure of Czech and Soviet authorities to reorganize the industry and speed up declining production. Instead the Soviets have chosen to concentrate on the Czech heavy goods industries. No great increase in Czech aircraft production appears to be planned even in the event of war.
2. In the meantime Czech variations of German-developed aircraft continue to be produced in small quantities and Czech aeronautic experts are either purged from their jobs or flee the country.
3. The following are examples of the amount and type of aircraft produced in Czechoslovakia:
 - a. At the Avia plant where S 199 (ME 109), ME 262 (jet propelled) and Arado planes are made, a total of 400 planes was produced between 1945 and November 1949.
 - 1) These figures are broken down as follows:
 - 170 - S 109s
 - 220 - Arados
 - 10 - ME 262s
 - 2) Merlin engines and Dakota planes are rebuilt at this plant which employs 3,500 workers.
 - b. At the Letov factory, 60 - 70 Arado planes were made between 1945 and November 1949. This plant also rebuilds Ju 52, Lavockin, PE-2, and Stormovik aircraft.
 - c. Between 1945 and November 1949 the Aero factory produced:
 - 160 Bucker training planes
 - 90 Siebels
 - 120 - S 199s (were modernized)
 - 40 - A 45s

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- d. Ceskomoravska Kolben-Danek (CKD) produced 80 Siebels during this period and refitted various makes of Czech aircraft.
- e. The Kraz factory turned out 120 Storch planes during this period along with unspecified amounts of Storch spare parts.

The Army Aircraft Approval Commission

- 4. The Army Commission for Approval of New and Refined Aircraft at Prague-Kbely (051/L78) performs technical and flight tests on new and rebuilt aircraft and then assigns such aircraft to units or schools. Permanent members of the Commission are sometimes assisted by experts from the Air Research Institute and the Air Force General Staff during specific tests.
- 5. The Commission has noticed the following defects in the various types of aircraft tested:
 - a. S 199
 - 1) In ascents the engine becomes overheated, creating a fire hazard because the air vent of the glycol tank is located between the exhaust pipes.
 - 2) Czech-made speedometers are unsatisfactory.
 - 3) The radio, a German model FU-16, can be heard at a range of only 80 - 90 kms at an altitude of 1,000 meters.
 - 4) Radio direction-finding apparatus is inadequate.
 - 5) The speed of this plane has been reduced because new equipment had been added and the consequent necessary aerodynamic changes had not been made.
 - b. Siebel
 - 1) German-designed Argus engines fail at an altitude of 2,500 meters because the carburetor clogs up.
 - 2) Undercarriage supports break easily because of a lack of hydraulic shock absorbers which are imported from western Germany.
 - 3) The FU-16 and FU-10 radios are of short range.
 - c. The Arado also uses an Argus engine with its attendant shortcomings.

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- 6. Commanding Officer of the Commission is Air Force Maj. Jaroslav Taudy. [REDACTED]

Research Institute at Letnany

- 7. The following are some of the personnel at the Research Institute at Letnany:
 - a. Commanding Officer: Air Force Col. Ing. Effenberger. [REDACTED] 50X1-HUM
 - b. Assistant C.O.: Air Force Maj. Ing. Kocka, [REDACTED]
 - c. Attached Officer: Air Force Maj. Ing. Vesely, [REDACTED]
 - d. Testing Section C.O.: Air Force Lt. Kostik. [REDACTED]

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Factory Inspection Officers

8. The Air Force Technical Branch assigns officers to aircraft factories to procure missing parts from storage places, check the production rates of factories, and see that contract specifications are fulfilled.

9. Inspectors at the various factories are:

- a. Avial: Air Force Maj. Ing. Cermak, [REDACTED] 50X1-HUM
- b. Aero: Air Force W/O Walasek, [REDACTED]
- c. CKD: Air Force Capt. Fukal, [REDACTED]
- d. Letov: Lt. Col. Stepan, [REDACTED]
- e. Walter: Lt. Col. Suk, [REDACTED]
- f. Mraz: Air Force Capt. Klair, [REDACTED]

Air Depot No. 1

10. Air Depot No. 1 [REDACTED] is located in Prague VIII. Some personnel assigned to the depot are: 50X1-HUM

- a. Commanding Officer: Air Force Col. Sylka, [REDACTED] 50X1-HUM
- b. Asst. C.O.: Air Force Col. Zid, [REDACTED]
- c. Aide: Air Force Staff Capt. Sirotek, [REDACTED]
- d. OBZ Officer: Air Force Capt. Jiri Reznicek, [REDACTED]
- e. Supply Officers: Staff Capt. Mach, [REDACTED]
- f. Paymaster: Capt. Eckemaier, [REDACTED]
- f. C.O. of the Transportation Section: Air Force Lt. Vaclav Simonek, [REDACTED]

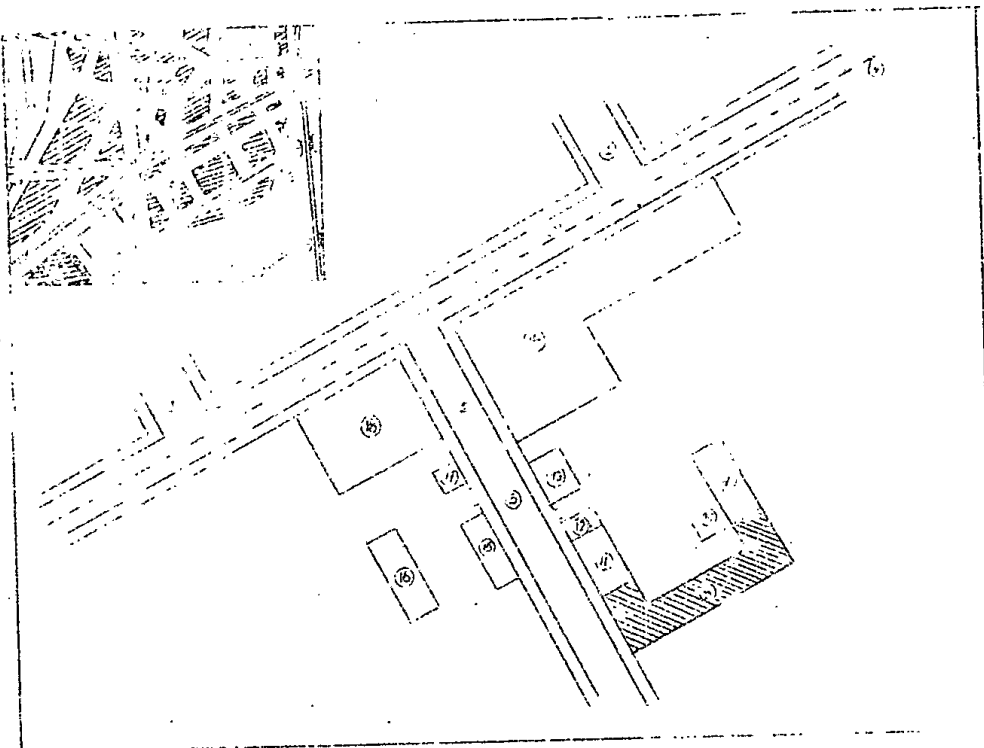
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Encls: Diagram showing location of Air Depot No. 1.

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ATTACHMENT I

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Location of Air Depot ILetecky sklad 1, Praha VIII.Legenda:

1.) Heydukova ul.
2.) Vacinova ul.
3.) Sokolovska tr.
4.) Trat el. dr. c. 8 a 10
5.) U modlitebny
6.) Nadrazi Dol. Liben
7.) Bazuv most
8.) letecky sklad
9.) kancelare CKD
10.) Vjezd do podzemniho skladu CKD
11.) Opravna automobilu CKD
12.) Straznice
13.) Skladiste materialu
14.) Opravna tanku CKD
15.) Skladiste
16.) Vyroba autocoucasti CKD
17.) Straznice
18.) Reditelelvi let. prumyslu

Aircraft stores 1, Praha VIII.Legend:

1.) Heydukova street
2.) Vacinova street
3.) Sokolovska street
4.) Els No 8, 10
5.) U Modlitebny
6.) Railway station Dol. Liben
7.) Baza Bridge
8.) Aircraft stores
9.) CKD offices
10.) Entrance into the underground stores
11.) Automobile repair shop
12.) Guard room
13.) Stores of material
14.) Tank repair shop
15.) Stores
16.) Manufacture of automobile parts
17.) Straznice - Guard room
18.) Directory of the Aircraft Industry.

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